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NATIONAL PRO RALLY® RULES

1982 EDITION

Sports Car Club of America, Inc.
6750 South Emporia Street
P.O. Box 3278
Englewood, Colorado 80155

Front and back covers, showing 1981 SCCA PRO Rally Champion Rod Millen competing at the inaugural edition of the Reno International PRO Rally, provided courtesy Mazda (North America), Inc. (Tim Cline photos)

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FOREWORD

Effective January 1, 1982, all SCCA National PRO Rally rules are superseded by the following SCCA National PRO Rally Rules.

The SCCA reserves the right to revise these Rules, to issue supplements to them at any time, and promulgate special rules in emergency.

These will become effective upon publication in *Sports Car* magazine or the PRO Rally Newsletter.

Questions concerning Rules clarifications should be addressed to:

Rally Manager
Sports Car Club of America, Inc.
6750 South Emporia Street
P.O. Box 3278
Englewood, Colorado 80155

Portions of these Rules differing significantly from previous editions are denoted by a solid black bar in the left hand margin next to the line(s) which have been added, omitted or changed. An example of this "change bar" is at left.

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1982 SCCA
NATIONAL PRO RALLY RULES

1. PURPOSE

The purpose of the Sports Car Club of America, Inc. (SCCA) National PRO Rally Championship Series is to encourage participation in and support of, on a national basis, rallies offering a driving challenge. The rallies in this series will follow a format as closely as possible as those counting toward the Federation Internationale de l'Automobile (FIA) International Rally Championship for Makes. However, safety and state regulations will be of key importance in competing in, and staging of, these events.

2. ADMINISTRATION

2.1 SCCA PRO Rally Board

A. The SCCA PRO Rally Board shall be responsible for the the development of rules and standards for the conduct of National PRO Rallies and shall establish, supervise and administer an annual program of events. The Board shall have final authority on all events.

B. The PRO Rally Board shall further be responsible for the regulations and rules for the conduct of Federation Internationale de l'Automobile (FIA)-listed rallies sanctioned by the SCCA.

C. The SCCA Board of Directors annually shall appoint a Chairman and up to four other members to the PRO Rally Board.

2.2 Rally Manager

The Rally Manager shall be responsible for the administration of the SCCA PRO Rally program.

2.3 Delegation of Powers

A. The PRO Rally Board shall have the right to delegate powers and appoint such personnel as may be required to effect its purposes and to assign duties and powers to them.

B. Divisional PRO Rally Stewards shall be appointed by the PRO Rally Board in each SCCA Division, subject to

approval of the Director(s) of the Division, for the purpose of coordinating and administering the SCCA PRO Rally program in the Division.

3. SCCA PRO RALLY SANCTION

In order to be eligible for inclusion in the SCCA National PRO Rally Championship Series, a proposed event must be sanctioned by the SCCA PRO Rally Board. An SCCA Region applying for an event sanction shall submit to the PRO Rally Board, via the Rally Manager, a Preliminary Sanction Application and a $20.00 calendar listing fee no later than October 1 of the year preceding the year of the requested date for the event (August 1 for FIA-listed events). **Preliminary sanction applications received after this date must include a calendar listing fee of $200.00.** Evidence must also be submitted indicating that one or more key members of the rally committee is an experienced competitor in events of this type and has demonstrated ability as an organizer of a major rally. Blank sanction forms are available from the Rally Manager. Detailed filing information is listed in the PRO Rally Rules for Organizers.

The PRO Rally Board specifically reserves the right to refuse sanction or a sanctioned event may have its sanction revoked if the rally appears not to conform with required standards. Application for National PRO Rally sanction status or acceptance of it by any SCCA Region shall constitute recognition of these rights.

Sanction fee for a National PRO Rally shall be $15.00 per starting car with a $300.00 minimum fee. The minimum fee shall be submitted to the Rally Manager along with the final sanction at least 90 days prior to the scheduled date.

In any one calendar year there shall be no more than 14 events sanctioned counting toward the National PRO Rally Series Championship.

4. PRO RALLY RULES AND RULES FOR ORGANIZERS

4.1 Rules

These Rules shall govern all SCCA National PRO Rallies eligible to contribute points toward the National PRO Rally Championship.

4.2 Rules for Organizers

A set of Rules for Organizers of SCCA PRO Rallies shall be available and shall be used for their organization and conduct. Organizers are responsible to the PRO Rally Board for adherence to the Rules for Organizers, available from the SCCA Rally Manager. The Rules for Organizers shall not serve as a basis for claim by contestants.

4.3 Revision of Regulations and Rules

The PRO Rally Board reserves the right to make such changes in these Rules and appendices as may be deemed necessary or advisable.

5. ACCEPTANCE OF REGULATIONS AND RULES

5.1 By the Rally Committee

Each rally committee that undertakes to organize an SCCA National PRO Rally shall be deemed to be acquainted with these Rules and with the Rules for Organizers and shall be bound by them.

5.2 By the Contestants

Each participant in an SCCA National PRO Rally shall be deemed to be familiar with these Rules and shall be bound by them; his participation shall constitute evidence of his acceptance of this provision.

6. INSURANCE

6.1 Event Insurance Requirement

SCCA requires that all PRO Rally events sanctioned by the SCCA will be insured for coverage of event liability and participant accident in coverage and amounts in compliance with the SCCA Master Insurance Plan. Participant accident insurance will be provided by the SCCA Master Insurance Plan. Event liability insurance may be provided by the SCCA Master Insurance Plan or an equivalent policy provided that it is in compliance with the procedures described in 6.3 (Alternative Event Liability Insurance).

6.2 Coverage and Limits

SCCA requires that all events be covered by the following forms of insurance for the minimum limits shown:

A. EVENT LIABILITY (including contingent, products,

and cross liability) for bodily injury and property damage: $1,000,000 per occurrence Combined Single Limit—TO BE PROVIDED BY THE SCCA MASTER INSURANCE PLAN OR AN EQUIVALENT POLICY.

B. PARTICIPANT ACCIDENT—WILL BE OBTAINED FOR THE EVENT BY THE SCCA RALLY MANAGER THROUGH THE SCCA MASTER INSURANCE PLAN.

Accident Death & Dismemberment	$10,000
Blanket Medical Reimbursement	$10,000
Weekly Indemnity up to 104 weeks (excess of 7 days)	$ 75

The driver (or owner) of a car participating in an SCCA PRO Rally which is involved in an accident resulting in personal injury or vehicle or property damage must obtain an SCCA Accident Report form from the rally committee or SCCA National Office, complete and file the report within ten (10) days of the accident.

6.3 Alternative Event Liability Insurance

The organizers and/or promoters of an SCCA sanctioned PRO Rally event which is to be insured with liability coverage other than that provided by the current SCCA Master Insurance Plan shall adhere to the following:

A. A fully worded and identified LIABILITY policy (or policies) of insurance will be forwarded to members of the National Insurance Committee so that receipt of the LIABILITY policy (or policies) will occur not less than thirty (30) days prior to the scheduled commencement of the event TO BE INSURED BY SUCH LIABILITY POLICY (OR POLICIES).

B. If such fully worded and identified LIABILITY policy (or policies) is not received by the SCCA President by a date thirty (30) days prior to the scheduled commencement of the event to be insured, the President shall cause the event to be insured for liability under the current SCCA Master Insurance Plan. Certificates evidencing such LIABILITY coverage and billing for the appropriate premium charge, therefore, shall be sent to the event organizers and promoters. In the case that the premium charge is unpaid by a date fourteen (14) days prior to the scheduled commencement

of the event, the President shall cause the event to be cancelled.

7. ENTRY REQUIREMENTS

7.1 Entry Blank

Application for entry in an SCCA National PRO Rally shall be made by means of the official entry form approved by the PRO Rally Board. Forms are available from the SCCA Rally Manager. The form shall contain or be accompanied by full instructions for its submission which shall mention the date of closing of entries. An entry blank for each rally shall be sent to all PRO Rally license holders. The current mailing list is available from the SCCA Rally Manager.

7.2 Number of Contestants per Crew

Each car participating in an SCCA National PRO Rally shall have two and only two occupants. Substituting, for any reason, another person or vehicle after starting the event shall result in a score of DNF (Did Not Finish) for the car and its crew members.

7.3 Non-Members

Non-SCCA member crews may enter and participate in an SCCA National PRO Rally. Such crews may be eligible to win money and receive awards, but are ineligible for National PRO Rally Championship points.

7.4 Drivers' Licenses and Competitors' Licenses

All competitors must hold a valid automobile operator's license for the state in which they reside. A learner's permit shall not constitute a valid license.

All competitors in an SCCA National PRO Rally must hold one of the following licenses, which must be currently valid and available for inspection during the events. These licenses are available to SCCA members only:

A. FIA Driver's License
B. SCCA National PRO Rally License

For citizens of the United States, only FIA Driver's Licenses issued by the SCCA, and so stamped, will be accepted under the first category listed above.

Application forms for licenses are available from the SCCA Rally Manager. Such licenses will be issued by the SCCA National Office upon receipt of a properly completed application form and payment of appropriate fees. The licensing fee includes a copy of the National PRO Rally Rules.

7.5 Vehicle Registration

As evidence that the car entered is on the road legally and is either owned by the entrant or is being used by the entrant with the permission of the owner, the car registration certificate or the certificate of ownership must be available for inspection by officials before the start of the rally and at any time during its progress.

7.6 Vehicle Eligibility

A. Open Class—It is the intent of these rules that vehicles competing in the Open Class be based on production vehicles. Innovation and modifications within the rules is not discouraged. 'One-off' vehicles built from the ground up are explicitly and implicitly prohibited. Eligibility is restricted to street-licensed, close-bodied (fabric tops are discouraged), four-wheel vehicles. This includes rally cars homologated under FIA 'Appendix J' rules (i.e. former Groups 1, 2, 3, and 4 and current Groups N, A and B) plus non-homologated vehicles meeting the following requirements:

1. The vehicle must be based on a model built by a recognized manufacturer listed in the NADA Official Used Car Guide.
2. The engine is free, but must be produced by the same manufacturer as the base model. Driven axles are free.
3. Brakes and suspension are free.
4. Fender flares and spoilers are free.
5. Exterior body pieces (i.e. all components licked by the air stream) must be identical in appearance to the original item. This includes bumpers. Except for doors, bolt-on-body pieces may be constructed of an alternate material. The original window glazing material can only be replaced with identical mate-

rial (e.g. glass can only be replaced with glass).

6. Wheel diameter and width are free but the tire must be fully covered by the body and fender flares.

All non-complying vehicles that have finished an SCCA National Championship PRO Rally prior to June 30th, 1982 will be eligible to compete in 1982. For 1983 and 1984, these vehicles will only be eligible to compete in seed groups 3, 4, 5 and 6.

B. Production Class—All street-licensed, close-bodied (fabric tops are discouraged), four-wheel vehicles listed in Appendix A complying with the Production Class rules.

7.7 Liability Releases

All entrants, service crew members, rally committee members and workers in an SCCA National PRO Rally must sign a waiver, in such form as may be prescribed by the PRO Rally Board and/or the rally committee, releasing all parties designated in the waiver from any and all liability of any nature whatsoever in connection with the event.

7.8 Commercial Advertising

All competing vehicles in an SCCA National PRO Rally may be required to carry event sponsor advertising supplied by the organizers.

Commercial advertising in good taste is allowed on any vehicle.

All competing vehicles in an SCCA National PRO Rally are required to display one 8-inch diameter SCCA wire wheel decal in a visible location on each side of the vehicle.

All vehicles competing in the Production Class on an SCCA National PRO Rally will be so designated by the placement of a decal containing the letter "P" following the car's number on each side of the vehicle.

7.9 Refusal of Entry

SCCA reserves the right to bar any member or non-member from participating in the SCCA National PRO Rally series. A rally committee shall have the authority to accept or reject any entry. If an entry is refused, notification of such refusal shall

be sent to the entrant at the address given on the entry form as soon as possible.

8. ENTRY FEES

Entry fees are to be set by the conducting Region and the fee spelled out in the event's general announcement.

9. SCRUTINEERING

Each car entered in an SCCA National PRO Rally shall be required to pass a safety inspection within the 24-hour period immediately preceding the start of the event at a suitable location designated by the committee. This safety inspection must be conducted under the direction of either a currently-licensed SCCA Scrutineer or a holder of a current SCCA Scrutineering Log Book. Items to be checked will be spelled out in the event's supplementary regulations. Cars may be subject to inspection at any time during conduct of the event by the rally committee. Cars found to be unsafe will be barred from further competition in the event.

The inspectors shall conduct the inspection in accordance with the standards prescribed by the rally committee. All vehicles must be presented in a neat and clean condition with no body damage or primer apparent. As *a minimum* requirement, the following vehicle equipment shall be operable and in safe condition:

A. Headlights (high and low beams) and parking lights
B. Taillights and stoplights
C. Horn, windshield wipers and directional signals
D. Rear-view mirror
E. Footbrakes (to be subjected to a moving brake test) and parking brake (to be tested for holding ability)
F. Tires, including spare, to be inspected for condition of sidewalls as well as tread and for absence of metal protruding from tread. Studded tires and similar tires containing metal protruding from the tread area are prohibited on National PRO Rally events.
G. Mud flaps on all drive and rear wheels.
H. Roll cage meeting current SCCA or FIA specifications (SCCA specifications are listed in Appendix Z to these rules). Contestants wishing to build a roll cage to FIA

IT'S HELLA 1ST, 2ND & 3RD IN SCCA PRO RALLY CHAMPIONSHIP*

1ST PLACE, SCCA Pro Rally Championship: Driver, Rod Millen. Co-driver, Bob Kraushaar. Mazda RX-7

2ND PLACE, SCCA Pro Rally Championship: Driver, John Woolf. Co-driver, Grant Whittaker. Mazda RX-7.

3RD PLACE, SCCA Pro Rally Championship: Driver, John Buffum. Co-driver, Doug Shepherd. Audi 80.

Hella congratulates Rod Millen, John Woolf and John Buffum, 1st, 2nd and 3rd place finishers in the 1981 SCCA National Pro Rally Championship. All three of these top drivers relied on Hella Rally 2000 driving lights on the grueling night stages of the toughest rallies ever held in the U.S.

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*In addition, Hella finished 1st and 2nd in the Canadian National Rally Championship and 1st, 2nd, 3rd, 5th, 6th and 7th in the North American Rally Cup.

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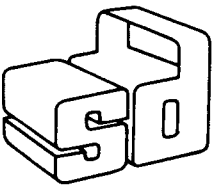

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specifications must provide evidence of compliance with these specifications at all PRO Rally safety inspections.

I. It is recommended that a noise check be conducted at each event. If the noise check is conducted, the maximum allowable level cannot be set lower than 86 dba. The noise emitted by a vehicle during stationary engine run-up to 4000 rpm, momentary hold at 4000 rpm, and closed throttle return to idle, should not exceed 86 dba at 50 feet to the left side of the vehicle. Measurements are to be determined using the "fast response" setting on a suitably calibrated sound meter.

J. Safety helmets for both driver and co-driver conforming to 1970 or later Snell standards. Competitors must wear helmets and driving suits during competition.

K. All vehicles must be equipped with, and all competitors must use, occupant restraint systems as specified in Appendix Y of these Rules.

L. Proper fuel containers. No gasoline other than that carried in the fuel tanks shall be carried in any vehicle. No fuel tanks, except SCCA approved fuel cells, may be fitted in, or encroach upon, the passenger compartment. If conventional fuel tanks are fitted in the luggage compartment, there must be a fireproof bulkhead separating that compartment from the driver/co-driver compartment. All fuel tanks must be securely mounted to the primary structure of the vehicle. Note: fuel cell specifications are contained in the SCCA General Competition Rules. Fuel pumps shall be isolated from the driver/co-driver by a fireproof metal bulkhead. Any nonstandard fuel line (location) not isolated from the driver/co-driver by fireproof metal shall be of metal-braided (aeroquip) construction.

M. A laminated safety glass front windshield.

N. Battery: If the battery is located in the driver/co-driver compartment or the compartment containing the fuel tank, it must be in a leakproof container or equipped with leakproof caps and enclosed in a non-conductive "marine type" box. The hot terminal must

be insulated on all cars. All batteries shall be securely attached to the primary structure of the vehicle.

O. Other items necessary to insure a safe vehicle, such as properly adjusted wheel bearings, absence of fuel leaks, secureness of battery, seats and equipment in passenger compartment, etc.

In addition, each car must have aboard, in an accessible location, the following items of safety equipment:

A. First-aid kit (Johnson & Johnson Auto First Aid Kit or equivalent).

B. Minimum of *either* ten (10) 15-minute road flares and one (1) D.O.T. reflective triangle *or* three (3) D.O.T. reflective triangles. A requirement for D.O.T. reflective triangles ONLY as a substitute for flares may be imposed by organizers running in areas where local conditions prohibit the use of flares.

C. Fire extinguisher of at least 10 B:C rating or equivalent (combined total in one or more units).

D. Tow rope.

The entrant ot any car initially failing to meet the requirements prescribed by the rally committee shall be given reasonable opportunity to remedy the deficiency and to resubmit the car for inspection as the committee may direct.

10. VEHICLE LOG BOOK (Optional in 1982—Mandatory in 1983)

A standard SCCA Vehicle Log Book may be used by all competitors at all SCCA PRO Rallies.

Only one log book will be issued for each vehicle (other than by way of extension or replacement) and the possession of two log books for one vehicle at one time shall be deemed an offense against these Rules.

The log book shall be issued by the Regional Executive or his designated representative. Each vehicle will have an identity number corresponding to that of its log book permanently stamped on its roll cage.

The first digit(s) corresponding to the Region's identity number shall be separated from the balance of the numbers by a dash(-). The vehicle number system beginning with

(001) shall be issued consecutively as the vehicles are registered during a thorough inspection.

A complete description of the vehicle, its safety roll cage and the required photographs will be entered in the places provided. All changes of ownership of the vehicle must be recorded as provided.

At each event, this log book must be presented at Scrutineering with the signature of the driver/entrant for that event in the space provided. During Scrutineering all deviations regarding both safety and legality will be noted by the Scrutineer. If a waiver for the event is permitted the duration of the waiver must be noted and complied with by the competitor.

If a car is protested during an event, the results of this protest must be noted.

In the event the vehicle is involved in an accident or is damaged due to a mechanical failure, the damage shall be noted in the Vehicle Log Book by the Chief Scrutineer or other designated official.

CASC Vehicle History Log Books are to be accepted at all SCCA events.

11. SUPPLEMENTARY REGULATIONS

Each SCCA National PRO Rally shall have supplementary regulations covering areas not specified in these Rules and which may add to rules contained herein.

The supplementary regulations for an SCCA National PRO Rally shall include information not contained in these rules, such as data concerning timing and scoring, penalties, awards, etc. They shall also contain a glossary of terms used in the event. They shall also contain a complete description of safety procedures and flare usage as specified by the PRO Rally Board. Supplementary regulations shall also describe all the requirements and limitations on service crews.

Supplementary regulations shall be mailed by first class mail to all entered drivers and co-drivers, a minimum of 15 days prior to the event.

12. THE EVENT

In order for an event to be eligible for National PRO Rally series sanction, it must meet the following standards:

12.1 Description

The PRO Rally Board requires that events in the National PRO Rally Championship series follow a stage rally format. The stage format is a series of short driver's sections connected by a series of low speed transit runs.

12.2 Speeds

Maximum speed assigned to any transit section will be at least 10 percent under the maximum legal limit of the state through which the rally runs.

Any stage road on which traffic will be controlled for the duration of the rally will have a zero target time assigned for scoring purposes.

12.3 Length

The minimum overall length of a National PRO Rally is 250 miles. There must be a minimum of 75 miles of stages.

12.4 Starting Order

The starting order for entrants on all National PRO Rally events must be determined by a seeded draw. The time, place and method of draw must be stated in the event's supplementary regulations. These seven seed groups are mandatory. A listing of all competitors qualified for Seeds FIA, 1, and 2 will be provided to each organizing committee by the SCCA Rally Manager.

The qualifications required for each of these groups are as follows:

FIA Seed—FIA Internationally-seeded drivers

Seed 1—Drivers having accumulated 60 or more seeding points during the last 36 months.

Seed 2—Drivers having accumulated 20 or more seeding points during the last 36 months.

Seed 3—Drivers having finished in the top five places on an event for which seeding points are awarded.

Seed 4—Drivers having finished in the top ten places on an event for which seeding points are awarded.

Seed 5—Drivers having finished an event for which seeding points are awarded.

Seed 6—All other drivers. *All* Seed 6 competitors must

attend a mandatory Steward's Briefing prior to the start of any SCCA National PRO Rally event in which they are entered.

Seeding points can be earned on an FIA-listed rally or on any other event conducted as part of a national series of performance rallies. For FIA, Seed 1 and Seed 2 only, a driver's best five finishes in a 36-month period will be counted. Drivers earn points by finishing position as follows:

1st overall—20 points	4th overall—10 points
2nd overall—15	5th overall— 8
3rd overall—12	6th overall— 6

There is no time limit for qualification for Seeds 3 through 6. Competitors are responsible for providing the SCCA Rally Manager with evidence of points earned on non-SCCA events. U.S. residents must be members of SCCA to be placed in FIA, Seed 1 or Seed 2 of the Seeded Drivers List. Seeding points will be awarded to U.S. resident competitors who are SCCA members at the time of competition and to Canadian resident competitors.

The list for Seeds 1 and 2 will be updated on November 15, February 15, May 15, and August 15. These revisions will apply to PRO Rallies run in the first, second, third and fourth quarters of the year, respectively. Seeding positions can be bettered, but not reduced, during the calendar year.

12.5 Route Book

A. All National PRO Rally events must use the standard international five-column format for instructions in the route book. The columns must contain:

1. Timing information, such as elapsed time allowed for transit runs, target times or maximum times for stages.
2. Overall official mileage from the start of the rally or the last point at which the official mileage was zeroed.
3. Interval official mileage from the preceding instructions.

4. A map diagram (tulip or alpine) showing the correct route at all instructed intersections.
5. Other information as appropriate (worded instructions are recommended; confirming signs, landmarks and special instructions may also be included here).

B. Mileage to the nearest 0.01 mile shall be given at each action point (every instruction) exactly describing the route. Where appropriate, further confirming instruction shall be given at all action points. The object of the National PRO Rally series is to offer driver challenge—course following is to be as easy as possible.

12.6 Practice and Pace Notes

Route instructions shall not be issued so far in advance as to permit any competitor to practice any part of the route except the odometer check. All competitors shall be given their instructions an equal amount of time before they are due to start the portion of the rally to which they apply.

Practicing in the area of an event shall be banned for a period of 90 days prior to each National PRO Rally. The penalty for violation of this regulation shall be a mandatory one year suspension of the competitor's FIA and/or National PRO Rally License(s).

Pace notes shall be banned on National PRO Rallies and each event shall be required to conduct at least one control to check for the presence of pace notes in competing cars. The penalty for violation of this regulation by competitors, upon finding pace notes in their car, shall be a mandatory six-month suspension of their FIA and/or National PRO Rally License(s).

12.7 Stages

A stage is an elapsed time segment of the route intended to maximize the challenge to the driver within the average speeds permitted by these Rules. The definition of a stage and its regulations are given below:

A. The stage must be identified in the route instructions, with mileage for the start and finish control.

B. Competitors shall be allowed to start the stage at the 00

hundredth mark of their Time Out Minute.

C. Competitors must start the stage on separate minutes.
D. There shall be no uncontrolled intersections within the stage.
E. There shall be no habitation within the stage unless the occupants consent.
F. The road chosen as the stage shall be of such a nature that it is virtually impossible to sustain a speed in excess of legal maximum speed and shall be suitably marked to prevent incorrect course.
G. During stages both driver and co-driver must properly wear the helmets and restraint systems required in Article 9 and the windows in driver and passenger doors must be rolled up. Window safety nets may be used in lieu of having windows rolled up on stages.

12.8 Controls

A. All Controls must be noted in the route book, except Observation Controls which must not be referenced in the route book.
B. All National PRO Rally events must use four control types as defined below:
   1. Main Time Controls
      Must be used at the start and finish of the rally and at all locations where a time-of-day restart is given. There are two types:
      a. An Out Main Time Control is used to start each section. Contestants approach the control in the minute preceding their out minute and are given their timing sticker at the exact out time. The timing sticker contains an out time but no in time.
      b. An In Main Time Control is used to end each section. Contestants may arrive early and request the correct minute. The control crew will give the contestants any minute requested if that minute has not already passed. The timing sticker contains an in time, but no out time.
   2. Start Controls
      Start Controls must be used at the start of each special

stage. Contestants must have a proper minute to arrive at these controls from an out time given at the preceding Main Time Control, Finish Control or Route Control. Although contestants may stop within sight of these controls, they must be timed in when they cross the timing line of such a control. Such in times will be scored to the minute; however, it is recommended that times still be given to the hundredth of a minute to aid in resolving timing disputes at the end of the event. All Start Controls must give not only an in time, but also an out time at which the contestant will be started on the stage. This out time must be two minutes after the in minute unless this would result in two or more cars being given the same out minute. In such cases, the second car would be given three minutes and so on. Provisions must be made for co-drivers to walk up to the control to get their in time when any situation occurs that blocks the control and prevents competitors from driving across the timing line.

3. Finish Controls
   Must be used at the finish of each special stage. Contestants must be timed to the hundredth of a minute as they cross the timing line and then have adequate distance to stop safely at the timing car. The control must be laid out and staffed in such a way that contestants do not have to leave their cars in order to get their timing stickers. All contestants must be given an out time from the control that is two minutes after their in minute unless this would result in two or more cars being given the same out time. In such cases, the second car would be given three minutes and so on. Cars should depart finish controls as rapidly as possible to avoid possible injury from a fast approaching car.
4. Observation Controls
   Must be used to check for contestant violations of state laws (especially speeding) in transit sections,

contestant's use of "pace notes" in special stages and other violations of regulations. When used to check for speeding violations, the contestants may be timed over a known distance from the preceding control; however, the use of radar is to be preferred if available. When used to check for "pace notes," it should be located coincident with a Start or Finish Control. In any event, some type of sticker must be given out at all Observation Controls to verify the contestants' passage.

Each event shall have at least one Observation Control for the purpose of determining if competitors' cars are adhering to state motor vehicle codes. At least one additional Observation Control must be provided to check for the presence of pace notes in competing cars. Competing cars determined to have violated these Rules shall be disqualified.

C. Route Controls are optional for National PRO Rally events, but may be used without a sanction exception being required. This type of control is located within a transit section and effectively divides the transit section into two parts. Its purpose is to control service time and contestant speeding in transit sections containing a service area. Route Controls should time all contestants in to the hundredth of a minute (although only the minute will be scored) and assign out times that will normally be two minutes after the in minute.
D. No other types of controls may be used.
E. Each control shall be equipped with at least two accurate time pieces.

12.9 Penalties

All official timing and penalties shall be recorded in minutes and hundredths. Scores shall be displayed in minutes (e.g. 5.24 minutes) and total scores displayed in either minutes or hours and minutes (e.g. 1 hour 24.76 minutes).

12.10 Course Closing

Each National PRO Rally shall utilize at least one sweep

vehicle for purposes of control closing. Another vehicle(s) must be assigned to aid competitors.

12.11 Scoring

For the purpose of scoring in the series championship standings, the driver and co-driver of the first 10 finishing cars are to be awarded points in accordance with Section 16.1 to accumulate toward the Overall series championship. The driver and co-driver of the top 10 finishing Production Class vehicles are to be awarded points in accordance with Section 16.1 to accumulate toward the separate Production Class series championship. In addition, Production Class competitors will receive points earned for the separate Overall championship based on the Overall finishing position. Organizers of individual events, however, are encouraged to offer additional awards, such as novice awards, etc. Contestants that miss any scored control shall be considered as non-finishers (DNF).

12.12 Prize Fund and Awards

The minimum event prize fund for a National PRO Rally shall be $2000.00. For an FIA-listed PRO Rally, the minimum event prize fund shall be based on the number of entries multiplied by $100.00 but shall not be less than $5000.00. These minimums are exclusive of any SCCA matching prize funds or manufacturer contingency monies.

The distribution of awards must be stated prior to the running of the event. Awards will be given to at least the top five places or 10% of the starting field, whichever is greater. All awards must go to both crew members.

Separate awards shall be given to at least the top two places or 10% of the starting field, whichever is greater, in the Production Class. Production Class competitors are eligible for overall event awards and other awards available to Open Class competitors.

12.13 Results

Official results, on the SCCA PRO Rally Results form, shall be mailed to all entrants, both driver and co-driver and the SCCA Rally Manager within 15 days of the event. These

results must include a break down of leg-by-leg results in addition to totals, for all contestants, finishers and non-finishers, as well as finishing position.

Complete provisional control-by-control scores shall be posted for all finishers not more than two hours after the arrival time of the last finisher at the last control. These scores must be made official within four hours after the arrival of the last finisher at the last control.

Once the results have been properly declared official they may not be changed, even if an error should later be discovered.

13. EVENT STEWARD

The Event Steward shall be a voting member and chairman of the claims committee. At the completion of the event, the Event Steward shall file a comprehensive report with the SCCA Rally Manager on all aspects of the event.

14. CLAIMS AND APPEALS

Any contestant may file a claim concerning an individual event. The Event Steward can file a "class action" claim, on behalf of the PRO Rally Board, for violations of the National PRO Rally Rules.

All claims shall be settled by a committee made up of three. The claims committee shall consist of an Event Steward appointed by the PRO Rally Board or its designated authority and two other members (contestants and/or organizers) chosen by the Event Steward. The procedure to write and collect claims will be outlined in the event's supplementary regulations.

Claims submitted for situations arising on the route or checkpoint procedures must be submitted within one hour of the contestant's in time at the final Main Time Control. This Main Time Control must be located near the point at which claims are to be turned in. Claims prompted by the posting of provisional scores shall be submitted within 15 minutes of the posting of those scores and must be based upon information contained in those scores. Claims must be submitted on the Official SCCA Claim Form and be

accompanied by a $15 fee in cash. The fee shall be returned if the claim was submitted in good faith, regardless of its disposition. All decisions of the claims committee must be reduced to writing and a copy of the written answer must be given to the claimant.

There shall be no appeal procedure available to either contestants or organizers.

The Event Steward shall also choose two alternates to serve on the claims committee. The alternates are to substitute in case of the unavailability or involvement in a claim by the designated claims committee member. In the event that the Steward files a claim, he must appoint a temporary chairman, and excuse himself from the committee while the claim is being resolved. The Steward, the claims committee member and the alternates all shall be announced prior to the event.

15. CONDUCT OF CONTESTANTS

15.1 Required Conduct

Every contestant shall conduct himself in a gentlemanly and sportsmanlike manner at all times during an SCCA National PRO Rally in his dealings with the public, with other contestants and with members of the rally committee.

15.2 Charges

Any contestant charged with an offense under this Article shall be fully appraised of the charges and afforded an opportunity to answer them in writing to the PRO Rally Board.

15.3 Discipline

Any contestant so charged who in the PRO Rally Board's judgment is guilty of ungentlemanly or unsportsmanlike conduct or other reprehensible behavior shall be disciplined by the Board. Discipline shall take such of the following forms as the Board may deem to be commensurate with the nature and gravity of the offense:

A. A private letter of warning shall be written by the PRO Rally Board to the offending contestant setting forth his breach or breaches of conduct and cautioning him

that any further act detrimental to the best interests of the sport will result in sterner disciplinary action; or

B. A letter of censure shall be issued, with or without notice to the SCCA membership, setting forth his breach or breaches of conduct and censuring him for conduct detrimental to the best interests of the sport. Any further offense of the same or a similar nature shall automatically result in his disqualification from further participation in SCCA PRO Rallies for a period of one year from the date of the latest offense and in forfeiture of his standing in the championship competition for that year; or

C. Suspension from the SCCA PRO Rally program up to a period of one year from the date of the offense; or

D. The PRO Rally Board shall recommend to the Board of Directors that the offender be dropped from membership in SCCA for gross misconduct detrimental to the interests of the Club.

16. ANNUAL NATIONAL PRO RALLY SERIES CHAMPIONSHIPS

16.1 Driver and Co-Driver

Each year the SCCA shall recognize overall National PRO Rally Series Championships in two categories which shall be known as Driver and Co-Driver. In addition, competitors in the Production Class shall also be eligible for a National Championship in Production Class for Drivers (the Donison Cup) and Co-Drivers. The National PRO Rally Series Championships shall be determined on the basis of points earned on all FIA-listed PRO Rally events plus one-half of the remaining NATIONAL PRO Rally events (rounded up to the next whole number when a fraction remains). Example: In a 13 event series which includes 2 FIA-listed events, the championship would be determined on the basis of points earned in the 2 FIA events plus the best six (13-2=11, 11÷2=5½, 5½ is then rounded to 6) other finishes for each competitor.

In case of ties in final point standings, they will be resolved

Thanks to all the drivers, co-drivers a
BFGoodrich T/A High Tech Radials a part
tions to Rod Millen, Bob Kraushaar and cre
Rally Championship. Together they set a ne
RX-7. BFGoodrich is pleased to have been

Our deepest appreciation to the SCCA
of an exciting '82 season. As part of our cor
supporting the 1982 SCCA National PRO R
contingency program.

BFGoodrich

nd crews for having, once again, made our
f their rally programs. A hearty congratula-
w for winning the 1981 SCCA National PRO
w all-time finishing record with their Mazda
part of their outstanding season.
, its organizers and workers for the promise
mitment, BFGoodrich is looking forward to
ally Series with event support and a revised

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PERFORMANCE TEAM

according to each competitor's record of first-place finishes, then if necessary, the number of second-place finishes, then if necessary, the number of third-place finishes, and so on, down to 10th position. All events entered will be considered for tie breakers.

Points shall be awarded to both Driver and Co-Driver of each starting vehicle based on the vehicle's overall finishing position as follows:

First	20 points
Second	15 points
Third	12 points
Fourth	10 points
Fifth	8 points
Sixth	6 points
Seventh	4 points
Eighth	3 points
Ninth	2 points
Tenth	1 point

Points earned in one category are not transferable to the other category. The same points system will be used for the Production Class; i.e., 1st Production receives 20 points, 2nd Production, 15 points, etc. In addition Production Class competitors will receive the points earned for the separate Overall Championship based on their overall finishing position. Contestants who are not regular or spouse members of the SCCA or who do not finish the event will be awarded no points. The PRO Rally Board shall determine annually the number of national awards to be presented to the National PRO Rally competitors in each category. These awards shall be presented at the next SCCA Annual Convention.

16.2 Manufacturer

There shall be competitions for all automobile manufacturers, domestic and foreign, in National PRO Rallies in both Overall and Production Class. The winners shall be the marques compiling the highest total points. National PRO

Rally Manufacturer points shall be scored 20, 15, 12, 10, 8, 6, in both Overall and Production Class except that only the best-placed car of each marque receives points.

In case of ties in final point standings, they will be resolved according to each marque's record of first-place finishes, then, if necessary, the number of second-place finishes, then, if necessary, the number of third place finishes, and so on, down through sixth place.

16.3 North American Rally Cup

A. North American Rally Cup for Drivers and Co-Drivers.

This competition is designed to stimulate international competition between Canada and the United States. Events counting for this cup are all Canadian National Rally Championship and SCCA PRO Rally Series events. The Rally Regulations governing each Championship and Series shall apply to the respective events. Competitors shall be properly licensed and scoring is as follows:

1. The driver and co-driver shall receive equal points.
2. Competitors shall score their scores of their best four finish positions of events in their home country plus their best two finish positions in the second country between January 1 and December 31. To win the Championship, competitors must count at least one event run in the second country.
3. Cup points shall be awarded per the following schedule:

First	20 points
Second	15 points
Third	12 points
Fourth	10 points
Fifth	8 points
Sixth	6 points
Seventh	4 points
Eighth	3 points
Ninth	2 points
Tenth	1 point

4. In the case of a tie for the first position in the Driver's and Co-Driver's Cup, the total points earned shall be used to determine their position, the higher number of points earned taking the winning positions.
5. Points earned in one category, driver versus co-driver, shall not be transferable to the other category.
6. Competitors shall not switch duties in the vehicle from that stated on the official entry form once the competition has begun so as to unfairly earn points in the other category.

B. North American Rally Cup for Manufacturers

This Cup for Manufacturers is designed to stimulate interest in and support of rallies by manufacturers.

1. If the winning make of automobile is not manufactured in North America, the Cup will be received by the appointed distributor or agent.
2. A manufacturer will receive the number of points earned by the highest overall placing automobile of that make per the schedule in 16.3.A.3 above in all events qualifying per 16.3.A.
3. The vehicle need not be the same model or year to be considered the same, i.e. the Cup will determine the make of automobile winning the most points such as Ford versus Chevrolet not Ford Capri versus Ford Escort, etc.

APPENDIX A

PRODUCTION CLASS RULES

DEFINITION

The purpose of the Production Class is to provide an opportunity for rallyists to compete in SCCA National PRO Rallies utilizing automobiles whose preparation is limited to improving the safety and reliability. There shall be no guarantee or commitment that cars selected for the Production Class will be recognized beyond the current year, or that all eligible vehicles can, or will, be equally competitive.

AUTOMOBILE ELIGIBILITY

Unless otherwise stated in the PRO Rally Rules, cars selected shall be standard models as sold in the U.S. with no options. (Drivers competing under Canadian-issued FIA licenses may enter cars conforming to Canadian Production Class Rules if the vehicle is listed on the current SCCA list of Eligible Production Class Vehicles.) A "model" is a basic manufacturer's desigation (e.g. Volkswagen Rabbit, Chevrolet Chevette, Datsun 510, etc.). A model may include more than one body style (e.g. 2-door, 4-door, etc.) unless specified in these Rules. Selected cars shall be the current model year and previous five model years. No updating or backdating of cars, models, and/or components is permitted. Additions or deletions of automobiles shall be at the discretion of the SCCA PRO Rally Board.

SAFETY EQUIPMENT

All cars must be equipped with the safety equipment required for Open Class cars and must pass the same safety inspection. Roll cages must be contained entirely within the driver/passenger compartment except in the case of a pick-up truck where roll cage bracing may exit through the rear of the cab of the vehicle.

VEHICLE PREPARATION

The only work authorized is normal maintenance or the replacement of parts damaged through wear or accident and the modifications ex-

plicitly authorized hereafter. Except for what is explicitly authorized, any part damaged through wear or accident may only be replaced by an OEM part identical to the one damaged. All original equipment must be intact, unmodified and functioning according to the manufacturer's specifications unless modifications are specifically authorized in the following paragraphs:

AUTHORIZED MODIFICATIONS

1. Lighting Devices

All lighting and signaling devices must comply with the legal requirements of the state or province of registration.

Freedom is granted with regard to the headlight frontal glass, the reflector and the bulbs. The mounting of not more than four additional headlights is authorized. A headlight shall be considered as any lighting device throwing a beam toward the front (dipped-beam, long-range lamp, anti-fog lamp). The fitting of reverse-lights is authorized provided it will only switch on when reverse gear is engaged.

The mounting of maneuverable search-lights is prohibited.

2. Cooling System

If, for the same model, radiators of different capacities are normally offered, they may be used. The addition of a radiator screen is authorized. The make and type of thermostat are free.

A single engine oil cooler and necessary fittings may be added.

3. Induction

The carburetor(s) or fuel injection normally mounted on the recognized model may not be changed or removed. The elements which control the quantity of fuel fed into the engine may be changed, but not those which control the quantity of air.

4. Exhaust

The exhaust system is free, except that the stock exhaust manifold(s) must be retained, the pipe(s) must exit behind the driver and external to the body, and the noise level must not exceed 86 dba when measured at 50 feet to the left of the vehicle

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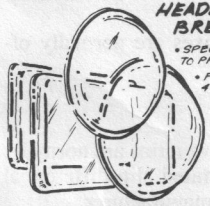
ULTRA-GUARD™ HEADLIGHT SHIELDS

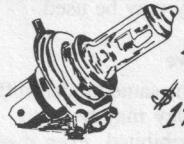
INEXPENSIVE INSURANCE AGAINST HEADLIGHT BREAKAGE...



- SPECIALLY TREATED TO PREVENT YELLOWING
- FITS 7" RD, 5¾" RD, 4"x6" & 6"x8"
- PROVIDES 100% PROTECTION AGAINST FLYING ROCKS AND DEBRIS

COMPETITION H-4 BULB

80 WATT LOW BEAM ... 100 WATT HIGH BEAM!



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12.00 EA.

SAFARI™ SEATS

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- SUB-FRAMES AVAILABLE
- SUPERBLY DETAILED CONSTRUCTION
- A MODEL FOR EVERY NEED
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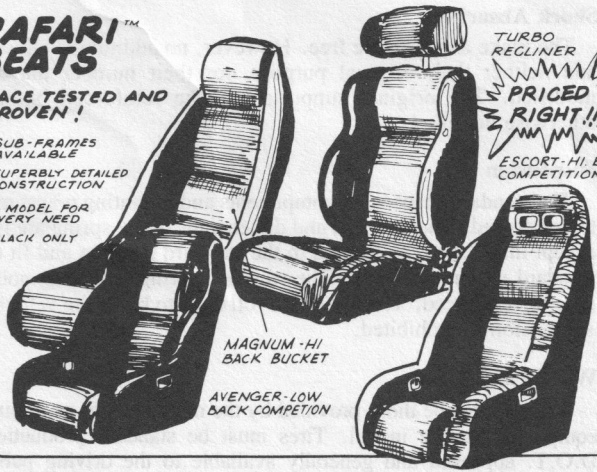

TURBO RECLINER PRICED RIGHT!!!

ESCORT-HI. BACK COMPETITION

MAGNUM-HI BACK BUCKET

AVENGER-LOW BACK COMPETION

during stationary engine run-up to 4000 rpm, momentary hold and closed throttle return to idle.

5. Electrical Equipment

If, for the same model, alternators of different capacities are normally offered, they may be used.

The original battery may be replaced by another commercial automobile unit of equal or larger capacity provided that the location remains unchanged. The make is free.

6. Gearbox

If, for the same model, different gearboxes are normally offered, they may be used.

7. Final Drive

If, for the same model, different final drive ratios are normally offered, they may be used. The use of limited slip differential units is prohibited, even if offered by the manufacturer.

8. Shock Absorbers

The make and type are free. However, no addition is allowed and neither their original purpose nor their number may be modified. The original supports may be reinforced but not otherwise modified.

9. Suspension

The standard suspension components and mounting points may be reinforced. The material and dimensions of the spring are free except that it must be located in the standard position and fit the standard mounting points. The standard spring mounting points may be reinforced. The use of the roll cage to brace the vehicle's suspension is prohibited.

10. Wheels and Tires

Wheels must be those provided by the manufacturer as original equipment for the model. Tires must be standard production, D.O.T. approved and generally available to the driving public

through normal retail outlets. Mud flaps of flexible material, which do not improve the aerodynamics of the vehicle, may be added both in front of and behind the tires. Hub caps and wheel trim rings may be removed.

11. Brakes

The replacement of worn linings is authorized and their system of attachment is free, provided the dimensions of the friction surface remain unchanged. The material of the linings is free.

Servo-assistance and pressure limiting valves are only permitted when standard or a manufacturer's regular production option for the model. If servo-assistance is standard, the servo device may be disconnected.

12. Clutch

The material and method of attachment of the clutch linings are free.

13. Supplementary Accessories

Supplementary accessories are authorized without restriction provided they have no influence whatsoever on the behavior of the car, such as those concerning the aesthetics or the inside comfort (lighting, heating, radio, etc.), or those enabling easier or safer driving of the car (speed pilot, windshield washer, etc.) provided they do not affect, even indirectly, the mechanical performance of the engine, the steering, the transmission, the road holding and the braking.

The following is authorized:

a. Nuts and bolts may be freely exchanged and locked by any means.
b. The mounting of additional gauges, meters, etc.
c. The horn may be changed or an extra one added—at the disposal of the co-driver if wished.
d. Extra relays, switches, wiring, and fuses may be added to the electrics.
e. The original accelerator cable may be replaced by another one whether supplied or not by the manufacturer.
f. The luggage boot may be adapted for better accomodation of the equipment carried (straps for fixing of a tool box, addi-

tional spare wheel, etc.). The attachment system of the original spare wheel may be altered provided its original location is not changed.

g. Filler caps may be locked by any means.
h. The steering wheel is free.
i. The addition of protection for the engine sump, transmission, fuel tank and all fluid lines is permitted.

14. Coachwork

None of the normal elements of the coachwork (dashboard, all inside quiltings whatever their location), and none of the accessories normally mounted by the manufacturer on the lowest priced model may be removed or replaced. However, the modifications derived from the fitting of the supplementary accessories authorized in the preceding paragraphs, such as those necessitated by the addition of a windshield washer (drilling of a hole into the hood) will be allowed.

Transparent parts must, in case of damage, be replaced by others identical in all respects to the original one.

Carpets and their associated padding may be removed.

The front seat(s) may be replaced with any suitable seat(s).

Standard seat/shoulder belts may be removed. The glove box door may be removed or replaced.

15. Consumable Items

The replacement of normally consumable items (oil filters, air filters, spark plugs, fan belts, etc.) with others of equivalent OEM specifications is permitted. Spark plug heat range is free.

16. Tolerances

All adjustment/machining must be at the manufacturer's specification and/or within the manufacturer's specified tolerances. Overboring for the use of oversize pistons is prohibited.

17. Shop Manual

Each entrant must have an official factory shop manual for his vehicle at every event and present same at scrutineering. The manual must also be made available in case of any protests.

PROTESTS

A protest against the legality of a Production Class vehicle shall be lodged no later than at the close of scrutineering. The Claims Committee may extend this time limit in exceptional cases where the protestor can demonstrate that evidence pertinent to the protest was not available within the time limit.

The claimed competitor shall be notified of the claim and be given the option to change to Open Class before the start of the event. Any Production Class entry found by the Claims Committee to be in violation of Appendix A (Production Class Rules) shall be disqualified from the event. The burden of proof of violation of the Production Class Rules will lie with the protestor. If disassembly is required to rule on a claim, the Event Steward shall require the Protestor to post a cash bond sufficient to cover the total expense of the disassembly, inspection, and re-assembly.

If, upon inspection, the vehicle is found to conform to Appendix A of the National PRO Rally Rules, the Protestor shall forfeit the bond which shall be used to cover the cost incurred by the entrant of the protested vehicle.

If the vehicle is found to be in violation of Appendix A of the National PRO Rally Rules, the Protestor's bond shall be returned and the entrant of the protested automobile will be responsible for all expenses incurred.

Failure by the entrant of a protested automobile to allow an inspection shall result in immediate disqualification.

If a vehicle has its Production Class eligibility protested and then does not finish the event, the claim is moot and will be nullified.

ELIGIBLE VEHICLES—1982 Season

AMC Gremlin & Gremlin "X", 4.2 L
*AMC Pacer, 4.2 L
AMC Spirit, 4.2 L (all)
Audi Coupe, 2.2 L
Audi 4000 & 5+5, 2.2 L
*Audi Fox, 1.6 L
Buick Opel Isuzu, 1.8 L
Buick Skyhawk, 3.8 L
Chevrolet Monza, 3.8 L

Chevrolet Vega, 2.3 L
Chevrolet Luv Pickup, 1.8 L
Chrysler "K" (Aires/Reliant), 2.2 L
Chrysler "L" (Omni-Horizon, Charger, etc.) FWD 2.2 L
Chrysler Sapporo, Challenger, 2.6 L
Datsun B-210, 1.4 L
* Datsun F-10, 1.4 L
Datsun 200-SX, 2.0 L
Datsun 210, 1.5 L
Datsun 310, 1.5 L
Datsun 510, 2.0 L
*Datsun 610, 2.0 L
Datsun Nissan Stanza 2.0 L
Datsun Pickup, 2.2 L
Dodge Colt, FWD, 1.6 L; RWD, 2.0 L
Dodge Mini-Pickup, 2.0 L
Fiat 124 Sport Spider, 1.8 L
*Fiat 128 Sedan, 1.3 L
Fiat 131, Brava, 2.0 L
Fiat 2000 Spider, 2.0 L
Fiat X 1/9, 1.5 L
Fiat Strada, 1.5 L
Ford Escort/Lynx (USA), 1.6 L
Ford Fiesta, 1.6 L
Ford Mustang/Capri 3.3 L
Ford Pinto, 2.3 L
GM "A" FWD (Celebrity, A-6000, Ciera, etc.) 2.8 L
GM "J" FWD (Cavalier, J-2000, etc.) 2.0 L
GM "T" RWD (Chevette, T-1000 (all) 1.6 L
GM "X" FWD (Citation, Phoenix, etc.) 2.8 L (Note larger engine)
GM Mini Pick-up 2.8 L
Honda Accord, 1.8 L
Honda Civic, 1.5 L
Honda Prelude, 1.8 L
Isuzu I Mark, 1.9 L
*MGB, B/GT, 1.8 L

Mazda 626, 2.0 L
Mazda GLC, FWD, 1.5 L; RWD, 1.4 L
Mazda Pickup, 2.0 L (Non-Rotary)
Oldsmobile Starfire, 3.8 L
Peugeot 504, 2.0 L
Peugeot 504 Diesel, 2.3 L
Peugeot 505, 2.0 L
Peugeot 505 Turbo Diesel, 2.3 L
Plymouth Arrow, Arrow GT, Fire Arrow, 2.6 L
Plymouth Champ, FWD, 1.6 L
Plymouth Mini-Pickup (Imported) 2.0 L
*Pontiac Astre, 2.5 L
Pontiac Sunbird, 3.8 L
Renault 5/Le Car 1.4 L
Renault 18i, 1.7 L
Saab 99 (all), 2.0 L
Saab 900 (all) 2.0 L
Subaru, 1.8 L
Toyota Celica (all) 2.4 L
Toyota Corolla, 1.8 L
Toyota Corolla Tercel, 1.5 L
Toyota Corona, 2.4 L
Toyota Pickup, 2.4 L
Triumph TR7, 2.0 L
Volkswagen Beetle, Super Beetle, 1.6 L
*Volkswagen Dasher, 1.7 L
Volkswagen Jetta, 1.7 L
Volkswagen Rabbit, (all)1.7 L
*Volkswagen Rabbit Diesel, 1.6 L
Volkswagen Scirocco, 1.7 L
Volvo 240, DL, GL (all) 2.1 L

Four Wheel Drive Vehicles

AMC Eagle, 4.2 L
AMC SX/4, 4.2 L
AMC Kammback, 4.2 L

Chevrolet Luv, 1.8 L
Datsun 4x4 Pickup, 2.2 L
Dodge Ram 50 4x4, 2.6 L
Isuzu Mini-Pickup, 2.3 L
Jeep CJ-5, 4.2 L
Jeep CJ-7, 4.2 L
Subaru (all), 1.8 L
Toyota 4x4 Pickup, 2.4 L

No four-wheel drive, turbocharged, or supercharged models are allowed, unless specifically listed. Maximum nominal engine sizes are noted. Any engine size smaller than that noted is acceptable.

*Denotes models that will *not* be included on the 1983 list of eligible vehicles unless they are competed during the 1982 season.

APPENDIX Y

OCCUPANT RESTRAINT SYSTEMS

All vehicles in SCCA-sanctioned PRO Rallies must be equipped with a four-, five- or six-point restraint harness meeting the specifications below for both the driver and co-driver. These restraints must be worn at all times during the competition.

1. Six-Point System

A six-point system is recommended for use in all automobiles and is required in those automobiles in which the seating position is semi-reclining (seat back angle exceeds 35 degrees from vertical). It consists of a lap belt, a shoulder harness and two leg or anti-submarine belts. The minimum nominal width on all portions of the system is two (2) inches.

2. Five-Point System

A five-point system is permitted for use in vehicles with upright seating. It consists of a lap belt, a shoulder harness and a single anti-submarine belt. The nominal width of the lap belt is three (3) inches and two (2) inches for the remainder of the system.

3. Four-Point System

A four-point system is permitted for use in vehicles with upright seating. It consists of a lap belt and a shoulder harness. The nominal width of the lap belt is three (3) inches and two (2) inches for the shoulder harness.

4. Material

The material of all straps shall be nylon or dacron polyester in perfect condition. The buckle must be metal-to-metal quick release type.

5. Shoulder Harness

The shoulder harness shall be a two-strap over-the-shoulder type. There shall be a single release common to the lap belt and shoulder harness. Only completely separate upper shoulder straps are permitted.

The shoulder harness angle to the first structural point of support shall not be below a line drawn perpendicular to the seat back from the top of the occupant's shoulder. If the seat does not provide lateral restraint, the mounting point on the vehicle structure shall be at least 18 inches behind the seat back when measured along the belt.

6. Lap Belts

The lap belt angle shall be between vertical and 45 degrees.

7. Anti-Submarine Strap

The double leg straps of the six-point system may be attached to the vehicle structure or to the lap belt so that the occupant sits on them, passing them up between his legs and attaching them with metal-to-metal connection to the single release common to the lap belt and shoulder harness. Alternately, it is permissible, but not recommended, to attach the leg straps to the floor forward of the seat cushion.

The single anti-submarine strap of the five-point system shall be attached to the floor structure of the car and have a metal-to-metal connection with the single release common to the seat belt and shoulder harness.

8. Mounts

All mounts must be capable of withstanding at least a 3,000-pound dynamic load without failure. In cases where reinforcing plates are used on thin sheet metal, such as the floor, they must be securely attached to the sheet metal to prevent a "can opener" type failure of the mount. Weave through (ladder type) brackets must not be subjected to a bending load. All bolts must be ⅜-inch diameter SAE Grade 5 or better.

APPENDIX Z

ROLLOVER PROTECTION

These specifications are mandatory and represent minimum requirements. Specific installations are subject to approval by the Chief Scrutineer at each event.

Roll cages are required in all vehicles.

A. Basic Design Considerations

1. The basic purpose of the roll cage is to protect the occupants if the car turns over or is involved in a serious accident. This purpose should not be forgotten.
2. The main roll cage hoop must extend the full width of the driver/co-driver compartment and must be a minimum of two inches above the top of the occupant's helmets when sitting in the normal position, or as near the roof as practical in closed cars. It shall not be more than ten (10) inches behind the driver/co-driver.
3. The roll cage must be designed to withstand compression forces resulting from the weight of the car coming down on the roll structure, and to take fore-and-aft loads resulting from the car skidding along the ground on the roll structure.

B. Material

1. The roll cage hoop and all braces must be seamless, ERW, or DOM steel tubing. Either mild steel or chrome molybdenum alloy steel such as SAE 4125 or SAE 4130 is permitted. It is recommended that mild steel tubing be used as chromium alloys present difficulties in welding and must be normalized to relieve stress. Proof of the use of alloy steel will be the responsibility of the entrant.
2. For the purpose of determining tubing sizes, the vehicle weight is without occupants. The minimum size of the tubing shall be determined as follows:

Vehicle Rally Weight	ROLL CAGE	
	Mild Steel	Alloy Steel
Under 2500#	1.50 x .120	1.38 x .090
2500# or over	1.75 x .120	1.625 x .090

3. An inspection hole of at least ⅛-inch diameter must be provided in a non-critical area of the main hoop to facilitate verification of wall thickness.
4. Where bolts and nuts or other fasteners are used, they shall be at least ⅜-inch diameter SAE Grade 5 or equivalent quality.

C. Fabrication

1. One continuous length of tubing must be used for the main hoop member with smooth continuous bends and no evidence of crimping or wall failure.
2. All welding must be of highest possible quality with full penetration. Arc welding, particularly heliarc, should be used wherever possible. The welds should be inspected by magnaflux or die penetrant after fabrication. Alloy steel must be normalized after welding.

D. Bracing

1. Two fore-aft braces made of tubing at least equal to that required for the main hoop are required. Diagonal lateral bracing to prevent distortion of the hoop is recommended but not required.
2. The fore-aft bracing must be attached as near as possible to the top of the hoop but not more than six (6) inches below the top of the hoop and at an included angle of at least 30 degrees.

E. Mounting

1. Roll cages and braces must be attached to the frame of the car whenever possible. Mounting plates, regardless of whether welded or bolted to the frame, must be at least 3/16 inch thick.

2. In the case of cars with unitized or frameless construction, or cars with frames where frame mounting is impractical, mounting plates must be used to secure the roll cage structure to the structure of the car. The important consideration is that the load be distributed over as large an area as possible.

   Mounting plates bolted to the structure shall not be less than 3/16 inch thick with a back-up plate of equal size and thickness on the opposite side of the panel with the plates through bolted together using at least 3 bolts.

   Mounting plates welded to the structure shall not be less than .080 inch thick. Whenever possible, the mounting plate should extend onto a vertical section of the structure, such as a door pillar.

F. Padding

Except where forward or side vision is affected, any portion of the roll structure which might be contacted by the driver/co-driver's helmet shall be covered with energy absorbing material (high density) to a minimum thickness of ½ inch. The energy absorbing material must be covered by protective wrapping. (Styrofoam and Ensolite are examples of energy absorbing padding.)

G. Removable Roll Cages and Braces

Removable roll cages and braces must be carefully designed to be at least as strong as a permanent installation. Removable connections must be a type approved by SCCA. The approved types are shown in Figures 1 thru 6. Figures 2 thru 6 are only approved for use in bracing and not for the basic frame of the roll cage.

H. Roll Cage

1. It is required that all cars utilize a roll cage type of construction. A cage not only provides improved safety but also minimizes body distortion in case of an accident.

2. The main roll hoop must be as specified in Section A2. A similar hoop must be in front, supporting the roof and front pillars with horizontal bars connecting the front hoop to the main hoop at each side of the top. Alternately, the front hoop may be constructed by using two side hoops which follow up the front

pillars to the roof and then aft to attach to the main hoop. These two side hoops are connected by a tube over the top of the windshield. Figures 7 & 8 depict these two types of construction. The material of the forward portion of the cage shall be at least 1.50 x .102 inches mild steel or 1.38 x .090 inches alloy steel.

I. Other Designs

Roll cages of alternate material or design may be accepted by the Chief Scrutineer upon presentation of certified data verifying the installation is able to withstand three simultaneously applied loads:

1.5 G Lateral
5.5 G Fore and Aft
7.5 G Vertical

The induced loads being carried over into the primary structure. The use of non-ferrous material is prohibited.

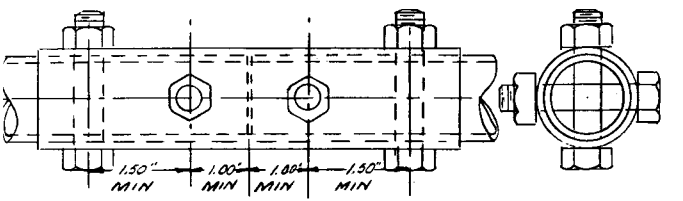

FIGURE 1

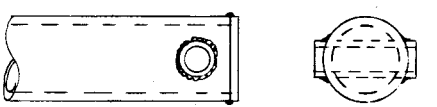

FIGURE 2

FIGURE 3

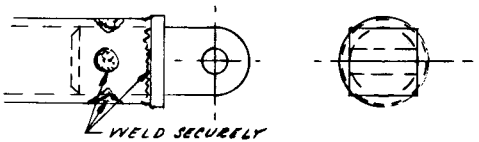

FIGURE 4

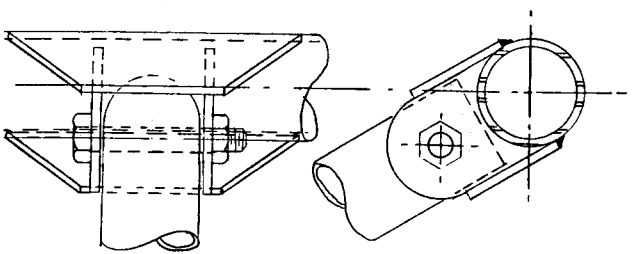

FIGURE 5

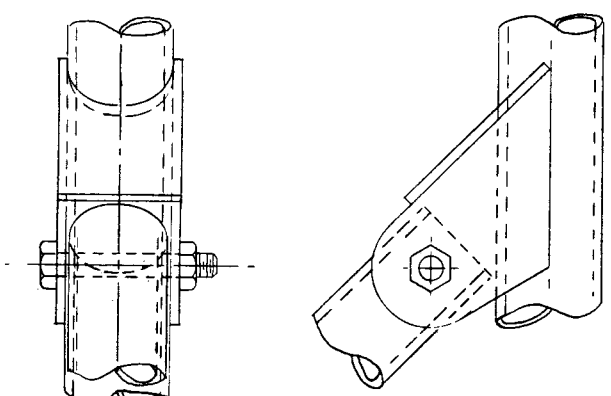

FIGURE 6

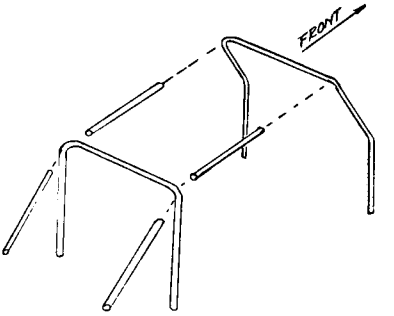

FIGURE 7

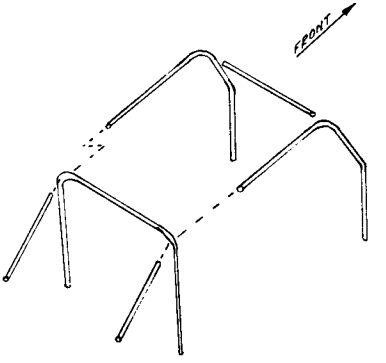

FIGURE 8

SCCA PRO RALLY AWARD WINNERS

DRIVER AND CO-DRIVER

1981 Driver—Rod Millen, Auckland, New Zealand
Co-Driver—R. Dale Kraushaar, Tigard, Oregon

1980 Driver—John Buffum, South Burlington, Vermont
Co-Driver—Doug Shepherd, Ann Arbor, Michigan

1979 Driver— John Buffum, South Burlington, Vermont
Co-Driver—Mark Howard, Newport Beach, California

1978 Driver—John Buffum, South Burlington, Vermont
Co-Driver—Doug Shepherd, Ann Arbor, Michigan

1977 Driver—John Buffum, South Burlington, Vermont
Co-Driver—"Vicki", Shelburne, Vermont

1976 Driver—Hendrik Blok, Los Angeles, California
Co-Driver—Erick Hauge, Sacramento, California

1975 Driver—John Buffum, South Burlington, Vermont
Co-Driver—Vicki Dykema, Shelburne, Vermont

1974 Driver—Gene Henderson, Dearborn, Michigan
Co-Driver—Kenneth A. Pogue, Detroit, Michigan

1973 Driver—Scott D. Harvey, Rochester, Michigan
Co-Driver—Wayne J. Zitkus, Toledo, Ohio

MANUFACTURER

1981 Mazda (North America), Inc.

1980 Jaguar Rover Triumph Inc. (Triumph)

1979 Nissan Motor Corp. in U.S.A. (Datsun)

1978 Nissan Motor Corp. in U.S.A. (Datsun)

1977 Chrysler Corporation (Dodge Division)
Nissan Motor Corp. in U.S.A. (Datsun)

1976 Nissan Motor Corp. in U.S.A. (Datsun)

1975 Nissan Motor Corp. in U.S.A. (Datsun)

PRODUCTION CLASS DRIVER AND CO-DRIVER

1981 Driver—Jon Davis, Houghton, Michigan
Co-Driver—Harry Ward, Toledo, Ohio

1980 Driver—Jon Davis, Houghton, Michigan
Co-Driver—Harry Ward, Toledo, Ohio

PRODUCTION CLASS MANUFACTURER

1981 Saab-Scania of America, Inc.

1980 Saab-Scania of America, Inc.

PRO RALLY OF THE YEAR

1981 Press On Regardless, Detroit Region, Gary Hays, Chairman

1980 Chisum Trail, Texas Region, Tom and John Grimshaw, Co-Chairmen

1979 100 Acre Wood, St. Louis Region, Kim DeMotte, Chairman

1978 Big Bend Bash, Texas Region, Costa Dunias, Chairman

1977 La Jornada Trabajosa, California Sports Car Club Region, Wes Gaede, Chairman

1976 Allegro, Northwest Ohio Region, Wayne J. Zitkus, Chairman

ROBERT V. RIDGES MEMORIAL AWARD

Presented in recognition of dedication and sportsmanship in the sport of automobile rallying:

1979	Harry M. Handley	Westport, Connecticut
1976	Clyde Durbin	Dallas, Texas
1975	Wayne J. Zitkus	Toledo, Ohio
1973	Erhard Dahm	Farmington, Michigan
	Thomas D. Grimshaw	Denton, Texas
1972	Kenneth W. Adams	Bakersfield, California
1971	Ronald W. Jones	Tucson, Arizona
1969	Victor T. Wallder	Nutley, New Jersey
1967	Frank J. Schmitz	Shawnee Mission, Kansas
1965	Sam E. Fast	Middletown, New York

SCCA/CASC NORTH AMERICAN RALLY CUP AWARD WINNERS

DRIVER AND CO-DRIVER

1981 Driver—Taisto Heinonen, Surrey, British Columbia
Co-Driver—Tom Burgess, Burnaby, British Columbia

1980 Driver—John Buffum, South Burlington, Vermont
Co-Driver—Doug Shepherd, Ann Arbor, Michigan

1979 Driver—Taisto Heinonen, Langley, British Columbia
Co-Driver—Tom Burgess, Vancouver, British Columbia

1978 Driver—John Buffum, South Burlington, Vermont
Co-Driver—Doug Shepherd, Ann Arbor, Michigan

1977 Driver—John Buffum, South Burlington, Vermont
Co-Driver—"Vicki", Shelburne, Vermont

1976 Driver—John Buffum, South Burlington, Vermont
Co-Driver—John Bellefleur, Toronto, Ontario

MANUFACTURER

1981 Nissan Motor Corp. (Datsun)

1980 Jaguar Rover Triumph Inc. (Triumph)

1979 Nissan Motor Corp. (Datsun)

1978 Nissan Motor Corp. (Datsun)

1977 British Leyland Motors, Inc. (Triumph)

SCCA PRO RALLY LIFETIME STANDINGS

The following SCCA National PRO Rally Lifetime Standings and Classifications have been adopted by the SCCA PRO Rally Board. The standings are based on an individual's placings in the first six overall positions (worth 100, 80, 60, 50, 40, and 30 points respectively) on all of the 92 SCCA-sanctioned National PRO Rally events conducted in the 9 years from 1973, when the SCCA National PRO Rally Championship was established, through 1981, as compiled by Harry M. Handley. A total of 321 individuals have thus far gained life points (141 as Drivers, 192 as Co-Drivers), 67 of whom qualify for listing below.

Figures at left of names indicate rank within function; a "★" indicates Annual Overall Champion; figures in parentheses indicate number of 1st overall event placings, or "wins".

GRAND MASTER (2000 or more points)

Drivers				Co-Drivers			
1	John Buffum ★★★★★	(22)	3220	1	Doug Shepherd ★★	(13)	2620
2	Rod Millen ★	(17)	2200				

MASTER (1000-1990 points)

Drivers				Co-Drivers			
3	Hendrik Blok ★	(8)	1950	2	Ken Pogue ★	(7)	1150
4	Scott Harvey ★	(5)	1430	3	R. Dale Kraushaar★	(8)	1080
5	John Smiskol	(1)	1350	4	Vicki Upjohn ★★	(9)	1040
6	Gene Henderson ★	(7)	1180	5	Erick Hauge ★	(2)	1020
7	Eric Jones	(2)	1090				

EXPERT (500-990 points)

Drivers				Co-Drivers			
8	John Woolf	(2)	990				
9	Jim Walker	(5)	910	6	Grant Whittaker	(2)	990
10	John Chalmers		900	7	Walt Krafft	(1)	980
11	Jon Woodner		830	8	Tom Grimshaw	(2)	960
12	Wayne Baldwin	(2)	710	9	Wayne Zitkus ★	(4)	900
13T	Taisto Heinonen	(4)	700	10	Roger Sieling	(1)	730
	Guy Light	(1)	700	11	Ginny Reese	(1)	650
	John Rodgers	(5)	700	12	Joe Andreini		610
16	Larry Schmidt		680	13	Bill Potvin		590
17	Bob Hourihan	(1)	590	14	Mark Howard ★	(4)	540

SENIOR (250-490 points)

Drivers

18	Dick Turner		460
19	Tom Tolles		450
20T	Dan Goodwin	(1)	420
	Jean-Paul Perusse	(1)	420
22	Ralph Brooks	(1)	390
23	Roy Donison		370
24T	George Beavis		330
	Jon Davis (MI)		330
	Mike Gibeault	(1)	330
27	Brian Rebney		310
28	Guenter Kern	(1)	270
29	Bob Chandler		260
30T	Sven Halle		250
	Gary Ruiz		250

Co-Drivers

15	Damon Trimble	(2)	480
16	Randy Graves	(1)	440
17	Clark Bond		430
18	Tom Burgess	(2)	390
19T	Jim Brandt	(1)	380
	Janie Rodgers	(2)	380
	Steve Ruiz		380
	Rod Sorenson	(2)	380
23	Carol Smiskol		370
24	Terry Palmer	(3)	360
25T	Debbie Baldwin		350
	Ron Richardson	(1)	350
27	Harry Ward		330
28T	Erik Brooks	(3)	300
	Mike Chern	(1)	300
30T	Dan Johnston	(2)	280
	Jean Rizor		280
32T	Lynnette Allison	(1)	270
	Dick Messal	(1)	270
34T	Joe LeBeau	(1)	260
	Dave Weiman	(1)	260
36	Larry Dea		250

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